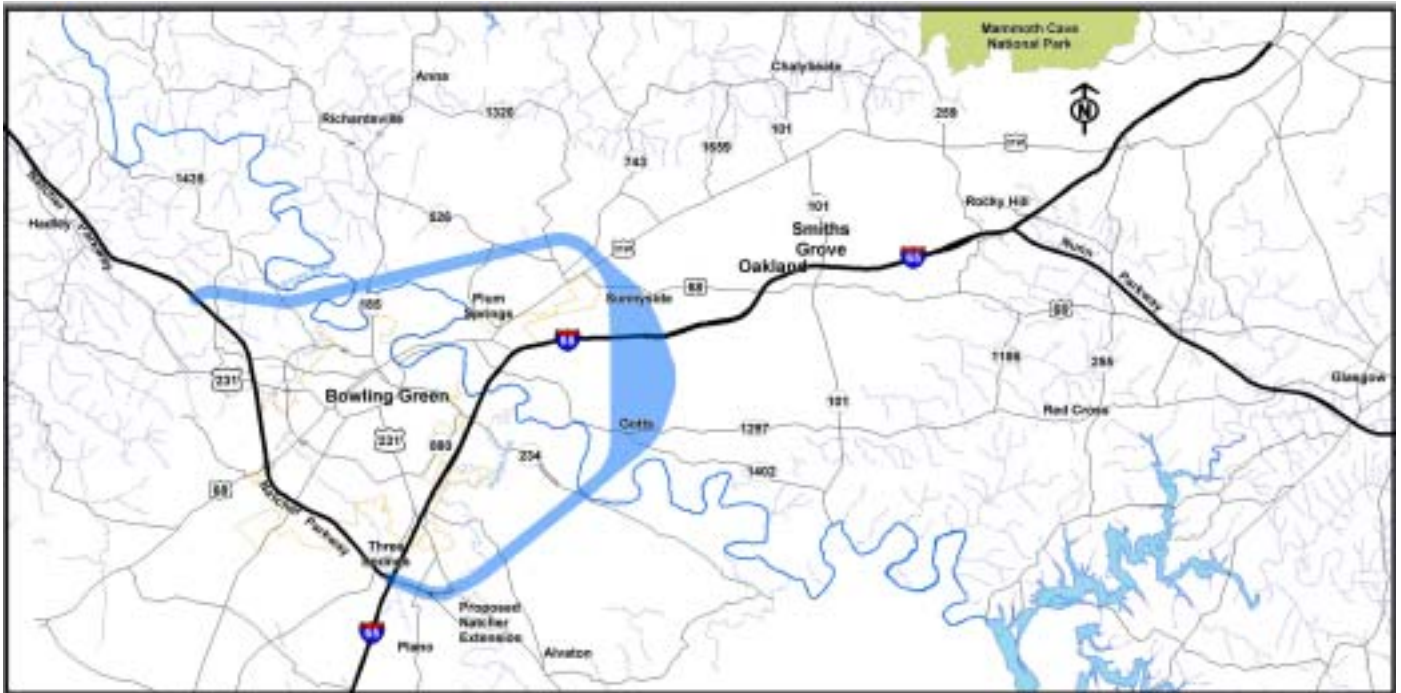


Screening of Outer Beltline Corridors

Corridor A

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the northeast on a new location, crossing Drake's Creek. It continues in a northeasterly direction to a crossing of the Barren River at the 48 mile marker. At this point, the corridor curves to the north near its intersection with KY 1297 in the vicinity of Gotts and continues north toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School, before curving southwest to intersect KY 526, near its intersection with KY 957. It then proceeds west southwesterly to cross KY 185 near its crossing of the Barren River and continues to its own crossing of the Barren River at the 26 mile marker. The corridor continues to the west to connect with the Natcher Parkway south of Hadley near the KY 2665 bridge over the Natcher Parkway. The total length of this corridor is 23.9 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor A takes the closest route to existing development on the north side and on the southeast side. The corridor has good constructability and good connectivity and meets the project goals. This is the shortest corridor of those with both the north and southeast segments at 23.9 miles.

The disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W and KY 1435, as well as high potential for impacts on the sinkhole plain.

RECOMMENDATIONS

Retained for further consideration

Screening of Outer Beltline Corridors

Corridor A

SCREENING FOR FATAL FLAWS

	Yes	No
1. What is the potential for this corridor to result in a non-permittable action?		x
Comments/Explanation		

SCREENING FOR PROJECT GOALS

	Yes	No
1. Does this corridor accommodate the transportation needs of the Bowling Green urban area?	x	
2. Does this corridor reduce existing and forecasted traffic congestion in Warren County?	x	
3. Does this corridor strengthen the regional highway network?	x	
4. Does this corridor provide improved access to major traffic generators in Warren County?	x	
Comments/Explanation		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource <u>Section 106 and 4 (f) along US 31 W and KY 1435</u>			
2. Potential to affect Waters of the U.S. or wetlands?		x	
3. Potential for Environmental Justice Issues (minorities and/or low income)?			x
4. Potential to affect known areas of contamination?		x	
5. Potential to affect forests (including core forest habitat)?			x
6. Potential to affect the range or habitat of Federally listed TE species?		x	
7. Potential to affect protected Natural and Scenic Rivers?			x
8. Potential to affect prime or unique farmland?		x	
9. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
10. Potential to affect air quality standards?			x
11. Potential to relocate residential or commercial establishments?			x
12. Potential to affect neighborhoods and communities?		x	
13. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
Comments/Explanation			

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
1. Constructability	x		
2. Connectivity	x		
3. Total Length		<u>23.9 mi.</u>	
4. New Terrain Length		<u>23.9 mi.</u>	
5. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		24	
Comments/Explanation			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

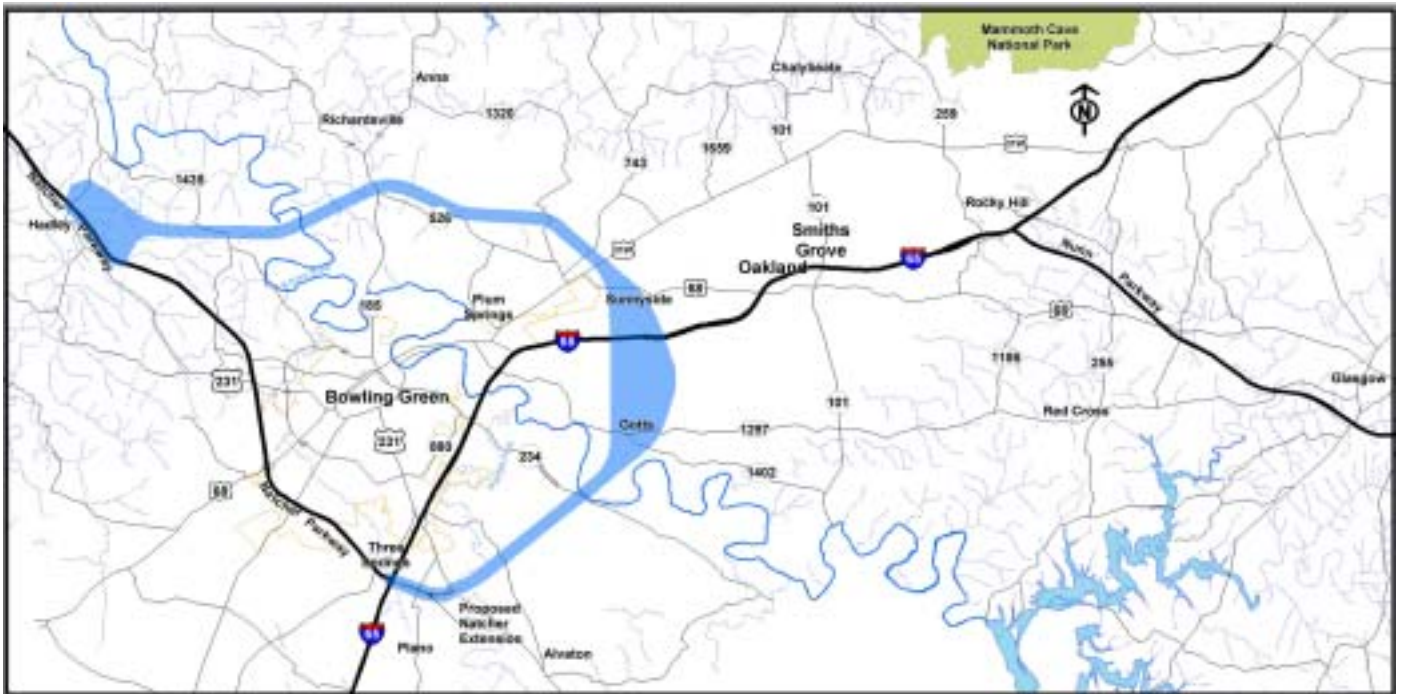
	Yes	No
1. Does this corridor have a significant opposition by an environmental resource agency?		x
2. Does this corridor have a significant opposition from public opinion?		x
3. Does this corridor have a support from local and state elected officials?		x
Comments/Explanation		

Screening of Outer Beltline Corridors

Corridor B

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the northeast on a new location, crossing Drake's Creek. It continues in a northeasterly direction to a crossing of the Barren River at the 48 mile marker. At this point, the corridor curves to the north near its intersection with KY 1297 in the vicinity of Gotts and continues north toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School, before curving in a westerly direction to parallel KY 526. It crosses KY 185 near its intersection with KY 526 and then proceeds west southwest to cross the Barren River at the 19 mile marker and KY 1435 near the Barren River Fire Station #2, before connecting with the Natcher Parkway near Hadley. The total length of this corridor is 28.3 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor B takes the closest route to existing development on the southeast side and takes the middle route across the north side. The corridor has good constructability and good connectivity and meets the project goals.

The disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain.

RECOMMENDATIONS

Retained for further consideration

Screening of Outer Beltline Corridors

Corridor B

SCREENING FOR FATAL FLAWS

	Yes	No
2. What is the potential for this corridor to result in a non-permittable action?		x
Comments/Explanation_____		

SCREENING FOR PROJECT GOALS

	Yes	No
5. Does this corridor accommodate the transportation needs of the Bowling Green urban area?	x	
6. Does this corridor reduce existing and forecasted traffic congestion in Warren County?	x	
7. Does this corridor strengthen the regional highway network?	x	
8. Does this corridor provide improved access to major traffic generators in Warren County?	x	
Comments/Explanation_____		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources? If so, please identify resource_____Section 106 and 4(f)		x	
14. Potential to affect Waters of the U.S. or wetlands?		x	
15. Potential for Environmental Justice Issues (minorities and/or low income)?			x
16. Potential to affect known areas of contamination?			x
17. Potential to affect forests (including core forest habitat)?		x	
18. Potential to affect the range or habitat of Federally listed TE species?		x	
19. Potential to affect protected Natural and Scenic Rivers?			x
20. Potential to affect prime or unique farmland?		x	
21. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
22. Potential to affect air quality standards?			x
23. Potential to relocate residential or commercial establishments?			x
24. Potential to affect neighborhoods and communities?		x	
25. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
Comments/Explanation_____			

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
6. Constructability		x	
7. Connectivity		x	
8. Total Length		<u>28.3 mi.</u>	
9. New Terrain Length		<u>28.3 mi.</u>	
10. Number of Intersecting Roads			
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		30	
Comments/Explanation_____			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
4. Does this corridor have a significant opposition by an environmental resource agency?		x
5. Does this corridor have a significant opposition from public opinion?		x
6. Does this corridor have a support from local and state elected officials?		x
Comments/Explanation_____		

Screening of Outer Beltline Corridors

Corridor C

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the northeast on a new location, crossing Drake's Creek. It continues in a northeasterly direction to a crossing of the Barren River at the 48 mile marker. At this point, the corridor curves to the north near its intersection with KY 1297 in the vicinity of Gotts and continues north toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School. The corridor then traverses in a northwesterly direction to parallel KY 1320, crossing KY 185 near Anna, and proceeding just north of Richardsville. It then generally parallels KY 2631 west of Richardsville, crossing the Barren River at the 7 mile marker, and connecting with the Natcher Parkway near Hadley. The total length of this corridor is 31.1 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor C takes the closest route to existing development on the southeast side and takes the far north route. The corridor is too far removed from the development on the north side to effectively reduce traffic congestion and improve the local highway network. Other disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain and prime farmland.

RECOMMENDATIONS

Not considered for further evaluation

Screening of Outer Beltline Corridors

Corridor C

SCREENING FOR FATAL FLAWS

	Yes	No
3. What is the potential for this corridor to result in a non-permittable action?		x
Comments/Explanation		

SCREENING FOR PROJECT GOALS

	Yes	No
9. Does this corridor accommodate the transportation needs of the Bowling Green urban area?		x
10. Does this corridor reduce existing and forecasted traffic congestion in Warren County?		x
11. Does this corridor strengthen the regional highway network?		x
12. Does this corridor provide improved access to major traffic generators in Warren County?		x
Comments/Explanation		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource <u>Section 106 and 4 (f) along US 31 W</u>			
26. Potential to affect Waters of the U.S. or wetlands?			x
27. Potential for Environmental Justice Issues (minorities and/or low income)?			x
28. Potential to affect known areas of contamination?			x
29. Potential to affect forests (including core forest habitat)?			x
30. Potential to affect the range or habitat of Federally listed TE species?		x	
31. Potential to affect protected Natural and Scenic Rivers?			x
32. Potential to affect prime or unique farmland?	x		
33. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
34. Potential to affect air quality standards?			x
35. Potential to relocate residential or commercial establishments?			x
36. Potential to affect neighborhoods and communities?		x	
37. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
Comments/Explanation			

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
11. Constructability			x
12. Connectivity			x
13. Total Length		<u>31.1 mi.</u>	
14. New Terrain Length		<u>31.1 mi.</u>	
15. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		37	
Comments/Explanation			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
7. Does this corridor have a significant opposition by an environmental resource agency?		x
8. Does this corridor have a significant opposition from public opinion?		x
9. Does this corridor have a support from local and state elected officials?		x
Comments/Explanation		

Screening of Outer Beltline Corridors

Corridor D

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the east on a new location, crossing Drake's Creek. Just before crossing KY 234 or Cemetery Road, it curves to the north and crosses the Barren River at the 51 mile marker. At this point, the corridor continues to the north intersecting with KY 1297 in the vicinity of Gotts and proceeding toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School, before curving southwest to intersect KY 526, near its intersection with KY 957. It then proceeds west southwesterly to cross KY 185 near its crossing of the Barren River and continues to its own crossing of the Barren River at the 26 mile marker. The corridor continues to the west to connect with the Natcher Parkway south of Hadley near the KY 2665 bridge over the Natcher Parkway. The total length of this corridor is 26.5 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor D takes the closest route to existing development on the north side and takes the more distant loop on the southeast side. The corridor has fair constructability and fair connectivity and meets the project goals.

The disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain.

RECOMMENDATIONS

Retained for further consideration

Screening of Outer Beltline Corridors

Corridor D

SCREENING FOR FATAL FLAWS

	Yes	No
4. What is the potential for this corridor to result in a non-permittable action?		x
Comments/Explanation_____		

SCREENING FOR PROJECT GOALS

	Yes	No
13. Does this corridor accommodate the transportation needs of the Bowling Green urban area?	x	
14. Does this corridor reduce existing and forecasted traffic congestion in Warren County?	x	
15. Does this corridor strengthen the regional highway network?	x	
16. Does this corridor provide improved access to major traffic generators in Warren County?	x	
Comments/Explanation_____		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource_____	Section 106 and 4 (f) effects along US 31 W and KY 1435		
38. Potential to affect Waters of the U.S. or wetlands?		x	
39. Potential for Environmental Justice Issues (minorities and/or low income)?			x
40. Potential to affect known areas of contamination?		x	
41. Potential to affect forests (including core forest habitat)?			x
42. Potential to affect the range or habitat of Federally listed TE species?		x	
43. Potential to affect protected Natural and Scenic Rivers?			x
44. Potential to affect prime or unique farmland?		x	
45. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
46. Potential to affect air quality standards?			x
47. Potential to relocate residential or commercial establishments?			x
48. Potential to affect neighborhoods and communities?		x	
49. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
Comments/Explanation_____	Impacts to the sinkhole plain		

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
16. Constructability		x	
17. Connectivity		x	
18. Total Length		<u>26.5 mi.</u>	
19. New Terrain Length		<u>26.5 mi.</u>	
20. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		27	
Comments/Explanation_____			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
10. Does this corridor have a significant opposition by an environmental resource agency?		x
11. Does this corridor have a significant opposition from public opinion?		x
12. Does this corridor have a support from local and state elected officials?		x
Comments/Explanation_____		

Screening of Outer Beltline Corridors

Corridor E

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the east on a new location, crossing Drake's Creek. Just before crossing KY 234 or Cemetery Road, it curves to the north and crosses the Barren River at the 51 mile marker. At this point, the corridor continues to the north intersecting with KY 1297 in the vicinity of Gotts and proceeding toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School, before curving in a westerly direction to parallel KY 526. It crosses KY 185 near its intersection with KY 526 and then proceeds west southwest to cross the Barren River at the 19 mile marker and KY 1435 near the Barren River Fire Station #2, before connecting with the Natcher Parkway near Hadley. The total length of this corridor is 31.0 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor E takes the middle route across the north side and the more distant loop on the southeast side. The corridor meets the project goals.

The disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain.

RECOMMENDATIONS

Retained for further consideration

Screening of Outer Beltline Corridors

Corridor E

SCREENING FOR FATAL FLAWS

	Yes	No
5. What is the potential for this corridor to result in a non-permittable action?		x
Comments/Explanation		

SCREENING FOR PROJECT GOALS

	Yes	No
17. Does this corridor accommodate the transportation needs of the Bowling Green urban area?	x	
18. Does this corridor reduce existing and forecasted traffic congestion in Warren County?	x	
19. Does this corridor strengthen the regional highway network?	x	
20. Does this corridor provide improved access to major traffic generators in Warren County?	x	
Comments/Explanation		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource <u>Section 106 and 4 (f) along US 31 W</u>			
50. Potential to affect Waters of the U.S. or wetlands?		x	
51. Potential for Environmental Justice Issues (minorities and/or low income)?			x
52. Potential to affect known areas of contamination?			x
53. Potential to affect forests (including core forest habitat)?		x	
54. Potential to affect the range or habitat of Federally listed TE species?		x	
55. Potential to affect protected Natural and Scenic Rivers?			x
56. Potential to affect prime or unique farmland?		x	
57. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
58. Potential to affect air quality standards?			x
59. Potential to relocate residential or commercial establishments?			x
60. Potential to affect neighborhoods and communities?		x	
61. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
Comments/Explanation	<u>Impact on sinkhole plain</u>		

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
21. Constructability			x
22. Connectivity			x
23. Total Length		<u>31.0 mi.</u>	
24. New Terrain Length		<u>31.0 mi.</u>	
25. Number of Intersecting Roads			
a. US and Major State Routes		7	
b. Other State Routes and Local Roads		32	
Comments/Explanation			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
13. Does this corridor have a significant opposition by an environmental resource agency?		x
14. Does this corridor have a significant opposition from public opinion?		x
15. Does this corridor have a support from local and state elected officials?		x
Comments/Explanation		

Screening of Outer Beltline Corridors

Corridor F

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the east on a new location, crossing Drake's Creek. Just before crossing KY 234 or Cemetery Road, it curves to the north and crosses the Barren River at the 51 mile marker. At this point, the corridor continues to the north intersecting with KY 1297 in the vicinity of Gotts and proceeding toward the vicinity of Sunnyside-Gotts Road bridge over I-65. This corridor would likely utilize the same interchange as a planned roadway to be constructed to connect I-65 with US 31W in the general vicinity of the Kentucky Trimodal Transpark development. Continuing north, the corridor crosses US 68/KY 80 near Sunnyside and US 31W near Warren East High School. The corridor then traverses in a northwesterly direction to parallel KY 1320, crossing KY 185 near Anna, and proceeding just north of Richardsville. It then generally parallels KY 2631 west of Richardsville, crossing the Barren River at the 7 mile marker, and connecting with the Natcher Parkway near Hadley. The total length of this corridor is 33.7 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor F takes the more distant loop on the southeast side and takes the far north route. The corridor is too far removed from the development on the north side to effectively reduce traffic congestion and improve the local highway network. Other disadvantages of the corridor are high potential impacts to Section 106/4(f) resources along US 31 W, as well as high potential for impacts on the sinkhole plain and prime farmland.

RECOMMENDATIONS

Not considered for further evaluation

Screening of Outer Beltline Corridors

Corridor F

SCREENING FOR FATAL FLAWS

	Yes	No
6. What is the potential for this corridor to result in a non-permittable action?		x
Comments/Explanation_____		

SCREENING FOR PROJECT GOALS

	Yes	No
21. Does this corridor accommodate the transportation needs of the Bowling Green urban area?		x
22. Does this corridor reduce existing and forecasted traffic congestion in Warren County?		x
23. Does this corridor strengthen the regional highway network?		x
24. Does this corridor provide improved access to major traffic generators in Warren County?		x
Comments/Explanation_____		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?	x		
If so, please identify resource_____Section 106 and 4 (f) along US 31 W			
62. Potential to affect Waters of the U.S. or wetlands?			x
63. Potential for Environmental Justice Issues (minorities and/or low income)?			x
64. Potential to affect known areas of contamination?			x
65. Potential to affect forests (including core forest habitat)?			x
66. Potential to affect the range or habitat of Federally listed TE species?		x	
67. Potential to affect protected Natural and Scenic Rivers?			x
68. Potential to affect prime or unique farmland?	x		
69. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
70. Potential to affect air quality standards?			x
71. Potential to relocate residential or commercial establishments?			x
72. Potential to affect neighborhoods and communities?		x	
73. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
Comments/Explanation_____	Impacts on the sinkhole plain		

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
26. Constructability			x
27. Connectivity			x
28. Total Length		<u>33.7 mi.</u>	
29. New Terrain Length		<u>33.7 mi.</u>	
30. Number of Intersecting Roads			
a. US and Major State Routes		8	
b. Other State Routes and Local Roads		40	
Comments/Explanation_____			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

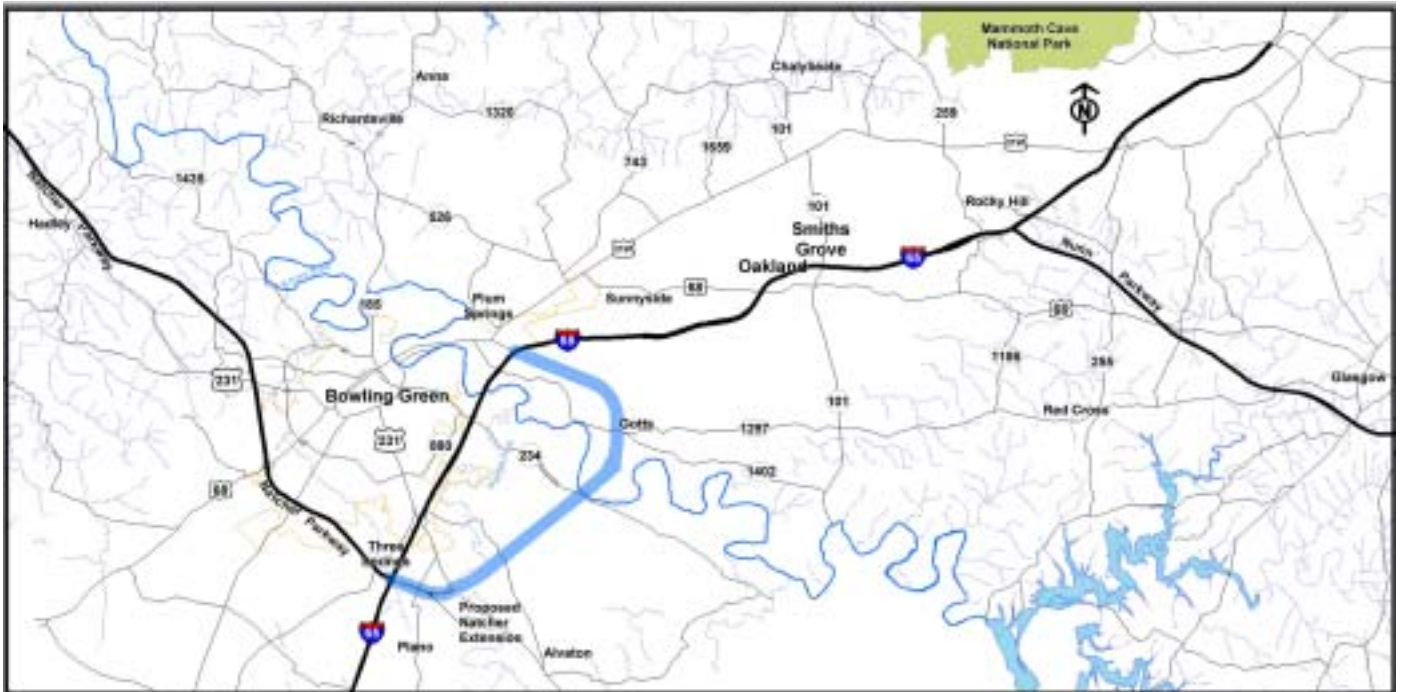
	Yes	No
16. Does this corridor have a significant opposition by an environmental resource agency?		x
17. Does this corridor have a significant opposition from public opinion?		x
18. Does this corridor have a support from local and state elected officials?		x
Comments/Explanation_____		

Screening of Outer Beltline Corridors

Corridor G

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the northeast on a new location, crossing Drake's Creek. It continues in a northeasterly direction to a crossing of the Barren River at the 48 mile marker. At this point, the corridor curves to the north near its intersection with KY 1297 in the vicinity of Gotts and then curves again toward the northwest to connect with I-65 at the I-65/KY 446 Interchange (the "Corvette Interchange"). This corridor would then connect with the Natcher Parkway through the use of existing city streets and state highways in Bowling Green. The total length of this corridor is 11.0 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor G takes the closest route to existing development on the southeast side and connects to the Corvette Interchange on I-65. The corridor terminating at the Corvette Interchange precludes the continuation of the "Outer Beltline" because of existing development in the vicinity of the interchange. This corridor does not meet the project goals. High potential for impacts on the sinkhole plain is another disadvantage of the corridor.

RECOMMENDATIONS

Not considered for further evaluation

Screening of Outer Beltline Corridors

Corridor G

SCREENING FOR FATAL FLAWS

	Yes	No
7. What is the potential for this corridor to result in a non-permittable action?		x
Comments/Explanation_____		

SCREENING FOR PROJECT GOALS

	Yes	No
25. Does this corridor accommodate the transportation needs of the Bowling Green urban area?		x
26. Does this corridor reduce existing and forecasted traffic congestion in Warren County?		x
27. Does this corridor strengthen the regional highway network?		x
28. Does this corridor provide improved access to major traffic generators in Warren County?		x
Comments/Explanation_____		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource_____			
74. Potential to affect Waters of the U.S. or wetlands?			x
75. Potential for Environmental Justice Issues (minorities and/or low income)?			x
76. Potential to affect known areas of contamination?			x
77. Potential to affect forests (including core forest habitat)?			x
78. Potential to affect the range or habitat of Federally listed TE species?			x
79. Potential to affect protected Natural and Scenic Rivers?			x
80. Potential to affect prime or unique farmland?			x
81. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
82. Potential to affect air quality standards?			x
83. Potential to relocate residential or commercial establishments?			x
84. Potential to affect neighborhoods and communities?		x	
85. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
Comments/Explanation_____			
Impact on sinkhole plain			

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
31. Constructability		x	
32. Connectivity			x
33. Total Length		<u>11.0 mi.</u>	
34. New Terrain Length		<u>11.0 mi.</u>	
35. Number of Intersecting Roads			
a. US and Major State Routes		3	
b. Other State Routes and Local Roads		14	
Comments/Explanation_____			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
19. Does this corridor have a significant opposition by an environmental resource agency?		x
20. Does this corridor have a significant opposition from public opinion?		x
21. Does this corridor have a support from local and state elected officials?		x
Comments/Explanation_____		

Screening of Outer Beltline Corridors

Corridor H

DESCRIPTION

This corridor begins at the Natcher Parkway Extension south of Bowling Green along US 231 and proceeds to the east on a new location, crossing Drake's Creek. Just before crossing KY 234 or Cemetery Road, it curves to the north and crosses the Barren River at the 51 mile marker. At this point, the corridor continues to the north intersecting with KY 1297 in the vicinity of Gotts and then curves again toward the northwest to connect with I-65 at the I-65/KY 446 Interchange (the "Corvette Interchange"). This corridor would then connect with the Natcher Parkway through the use of existing city streets and state highways in Bowling Green. The total length of this corridor is 13.6 miles.



GENERAL DISCUSSION, ADVANTAGES AND DISADVANTAGES

Corridor H takes the more distant loop on the southeast side and connects to the Corvette Interchange on I-65. The corridor terminating at the Corvette Interchange precludes the continuation of the "Outer Beltline" because of existing development in the vicinity of the interchange. This corridor does not meet the project goals. High potential for impacts on the sinkhole plain is another disadvantage of the corridor.

RECOMMENDATIONS

Not considered for further evaluation

Screening of Outer Beltline Corridors

Corridor H

SCREENING FOR FATAL FLAWS

	Yes	No
8. What is the potential for this corridor to result in a non-permittable action?		x
Comments/Explanation_____		

SCREENING FOR PROJECT GOALS

	Yes	No
29. Does this corridor accommodate the transportation needs of the Bowling Green urban area?		x
30. Does this corridor reduce existing and forecasted traffic congestion in Warren County?		x
31. Does this corridor strengthen the regional highway network?		x
32. Does this corridor provide improved access to major traffic generators in Warren County?		x
Comments/Explanation_____		

SCREENING FOR MAJOR ENVIRONMENTAL ISSUES

	High	Medium	Low
1. Potential to affect 4(f), 6(f) and Section 106 resources?		x	
If so, please identify resource_____			
86. Potential to affect Waters of the U.S. or wetlands?			x
87. Potential for Environmental Justice Issues (minorities and/or low income)?			x
88. Potential to affect known areas of contamination?			x
89. Potential to affect forests (including core forest habitat)?			x
90. Potential to affect the range or habitat of Federally listed TE species?			x
91. Potential to affect protected Natural and Scenic Rivers?			x
92. Potential to affect prime or unique farmland?			x
93. Potential to affect noise sensitive receptors (churches, schools, hospitals, etc.)?			x
94. Potential to affect air quality standards?			x
95. Potential to relocate residential or commercial establishments?			x
96. Potential to affect neighborhoods and communities?		x	
97. Potential to affect karst features (caves, sinkholes, springs, etc.)?	x		
Comments/explanation_____			
Impact to sinkhole plain			

SCREENING FOR MAJOR ENGINEERING AND TRAFFIC ISSUES

	Good	Fair	Poor
36. Constructability		x	
37. Connectivity			x
38. Total Length		<u>13.6 mi.</u>	
39. New Terrain Length		<u>13.6 mi.</u>	
40. Number of Intersecting Roads			
a. US and Major State Routes		3	
b. Other State Routes and Local Roads		16	
Comments/Explanation_____			

SCREENING FOR PUBLIC AND REVIEW AGENCY INPUT

	Yes	No
22. Does this corridor have a significant opposition by an environmental resource agency?		x
23. Does this corridor have a significant opposition from public opinion?		x
24. Does this corridor have a support from local and state elected officials?		x
Comments/Explanation_____		